made any progress towards enhancing the targets set for the Eighth Plan;

(b) how much work has been done so far in the Eighth Plan by IWAI;

(c) reasons for lagging behind in meeting targets;

(d) whether any projects in Andhra Pradesh has been neglected due to slow implementation of Eighth Plan objectives; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTER): (a) The Inland Waterways Authority of India is making progress towards achievement of the targets set for the Eighth Plan, based on the Annual Plan allocations.

(b) The work done so far in the Eighth Plan by the IWAI is indicated below:—

i) The river development works on National Water way No. 1 (the Ganga) and National Waterway No. 2 (the Brahmaputra) have been carried out for safe nevigation of I.W.T. vessels.

ii) Techno-economic studies were under-taken in various river and canal systems for further development of inland waterways network in the country.

iii) Construction of a terminal at Patna (Gaighat) is likely to commence shortly.

iv) The work of providing navigational aids from Bangladesh Border to Guwahati is likely to be taken up shortly. Thereafter, similar work in National Waterway No. 1 (the Ganga) will be undertaken.

v) For construction of a terminal at Calcutta, the land along with the water front will be acquired from the Calcutta Port Trust shortly.

vi) Dredging has been carried out in Champakara and Udyogmandal canals so as to develop 2 metre depth and such work is in progress in the Cochin-Kollam stretch to create single lane channel for facilitating immediate movement of vessels.

(c) The reasons for lagging behind, to some extent, in meeting the targets were, non-availability of adequate staff strength and lower allocation of funds, particularly in 1993-94.

(d) No, Sir.

(e) Does not arise.

Basic amenities to passengers in ISBT

3041. SHRI JANARDHANA POOJARY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that Inter-State Bus Terminal (ISBT), in Delhi is congested and unclean and lack basic amenities like retiring rooms etc. and nearly 2,900 buses arrive or depart daily; and

(b) if so, the steps Government propose to take improve the bus stand and provide amenities to passengers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Government of National Capital Territory of Delhi have informed that the Inter-State Bus Terminus (ISBT), Kashmere Gate, Delhi was originally designed for 500 buses and for 60,000 passengers. At present, nearly 2,800 buses are playing daily for different destinations catering to the need of six lakh commuters approximately. There is a full fledged Division at ISBT, Kashmere Gate, Delhi to maintain its cleanliness and all efforts are made to maintain the required standards of cleanliness. A proposal to provide retiring roorms and dormitory facilities to the commuters at ISBT, Kashmere Gate, Delhi was considered in detail in the year 1992 and it was not found feasible due to

administrative reasons. In order to decongest the ISBT, Kashmere Gate, Delhi, two more ISBTs have already been commissioned at Sarai Kale Khan, New Delhi and Anand Vihar, Delhi with effect from 6.6.93 and 2.10.93 respectively.

Construction of dual two-lane expressway

3042. SHRI SURESH KALMADI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government have proposed a mega project of construction of 10,000 Kms. of dual two-lane Expressway, connecting all the major metropolitan cities and urban centres throughout the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) No, Sir. However, a Malaysian based company has recently evinced interest for undertaking the construction of .10,000 km of dual two lane Expressways on BOT (Build, Operate and Transfer) basis connecting all the major metropolitan cities and urban centres in certain States as Expressways under Private Sector participation. But the proposal is yet to take a formal shape for its implementation.

Revival of Hooghly Dock & Ports Engineers Limited

3043. SHRI DIPANKAR MUKHERJEE: Will the Minister of SURFACE TRANSPORT be pleased to refer to the answer to Starred Question 55 given in the Rajya Sabha on 27th July, 94 and state:

(a) the steps proposed to be taken for the revival of Hooghly Dock & Ports Engineers Ltd. which are under consideration of Government outlining the salient features of the revival plan and the total financial involvement;

(b) whether it is a fact that an Experts' Group under the Chairmanship of Rear Admiral Krishan Dev was appointed by Government of India in 1982-83 to study the problems faced by the Company;

(c) whether it is also a fact that the Group recommended in March, 1983 that the Company can be profit making viable unit provided necessary financial, technological and managerial inputs are made; if so whether this Group recommended a capital investment of Rs. 4 crores within 24 months;

(d) whether two more Consultants have been appointed by Government to suggest modernisation of the Company; if so, the salient features of their recommendations and the action taken by Government on them; and

(e) what was the manpower at the time of nationalisation and manpower as on date?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) At this stage, the proposal for the revival of Hoogly Dock and Port Engineers (HPPE) is under consideration.

(b) Yes, Sir.

(c) The Expert Group recommended that the Company can become a profit making viable unit provided necessary financial, technological and managerial inputs were made available. However, no stipulation regarding investment of Rs. 4 crores within 24 months was made by the Export Group.

(d) M/s Setty Associates, Madras and M/s IHI Japan, were appointed to suggest modernisation of the two units of the Company at Nazirgunj and Salkia. Their major recommendations are given in enclosed Statement. *(See below)*

The recommendations of the 2 Groups were not found acceptable.

(e) The manpower at the time of nationalisation on 28.6.84 was 2488 and the manpower as on 1.7.94 was 1403.